



APPROVED
SUMMARIZED MINUTES

**CITY OF SCOTTSDALE
TRANSPORTATION COMMISSION
SPECIAL MEETING**

THURSDAY, NOVEMBER 5, 2015

**KIVA – CITY HALL
3939 N. DRINKWATER BOULEVARD
SCOTTSDALE, ARIZONA 85251**

CALL TO ORDER

Vice-Chair Holley called the regular meeting of the Scottsdale Transportation Commission to order at 6:06 p.m.

1. ROLL CALL

PRESENT: Paul Holley, Vice Chair
Gary Bretz, Commissioner
Barry Graham, Commissioner
Robert Stickles, Commissioner
Jyme Sue McLaren, Commissioner

ABSENT: Steven Olmsted, Chair
Steven Rosenberg, Commissioner

STAFF: Paul Basha, Director of Transportation
Frances Cookson, Staff Representative
Madeline Clemann, Transit Manager
Ratna Korepella, Principal Transit Planner

2. PUBLIC COMMENT

No members of the public wished to address the Commission.

3. **APPROVAL OF MEETING MINUTES**

- Study Session of the Transportation Commission - October 15, 2015
- Regular Meeting of the Transportation Commission - October 15, 2015

COMMISSIONER GRAHAM MOVED TO APPROVE THE MINUTES OF THE STUDY SESSION MEETING OF OCTOBER 15, 2015 AND THE REGULAR MEETING OF OCTOBER 15, 2015. COMMISSIONER STICKLES SECONDED. THE MOTION CARRIED BY A VOTE OF FOUR (4) TO ZERO (0). CHAIR OLMSTED AND COMMISSIONER ROSENBERG WERE ABSENT. COMMISSIONER MCLAREN ABSTAINED.

4. **Electric Trolley Purchase**

Madeline Clemann, Transportation Planning and Transit Operations Manager, provided the report, which had been requested by the Commission. Highlights of the presentation included:

- An overview of the evolution of electric vehicle technology.
- A brief history of the City's experience with trolleys since 2003.
- Trolleys purchased in 2003 were solely diesel, which the City ran on biodiesel.
- Drawbacks to electric vehicles include the manner of construction, the amount of energy they store and the length of time they can be driven on a single charge. In order to recharge the vehicles during their route, the charging station would cost \$1 million.
- Staff has recently been in contact with a company called Build Your Dreams (BYD), which has made improvements to electric busses using an iron phosphate battery. The company has extensive units operating in Europe and Asia with 300 units running worldwide.
- The difference is that the vehicle charges the capacitor and not the battery directly. The capacitor runs the vehicle and any extra charge is used to charge the batteries. This efficiency doubles the distance or time of vehicle operation.
- There are no overhead electric wires.
- The vehicles utilize a much less expensive pad, which charges wirelessly. It takes four hours to charge, but because the vehicles can be operated for a longer period of time, there is typically no need to recharge while the vehicle is in the field.
- It is 100 percent clean energy, as the charging station is linked to solar.
- BYD brought a vehicle to Scottsdale to demo to staff the previous week.
- Ms. Clemann will travel to California to tour the vehicle manufacturing facility and visit the Antelope Valley Transit Authority, which has had two vehicles in operation for a couple of years.
- BYD exceeds most American manufacturers in regards to federal regulations on U.S. made products. The regulation states that 60 percent of the vehicle has to be U.S. made. These vehicles are 75 to 79 percent. Additionally, the vehicles are manufactured 100 percent in the United States.
- Depending on the results of the visit and further investigation, there is the potential to move into the electric vehicle field for the next round of vehicle purchases.

Highlights of the ensuing discussion included:

- A Commissioner asked whether any of the vehicles being used are operated in climates similar to Arizona. Ms. Clemann confirmed this, stating that the Antelope Valley climate is cooler during the winter, but not quite as hot in the summer. However, temperatures run around 105 degrees at the height of the season.
- In response to a question from a Commissioner, Ms. Clemann confirmed that the vehicles have a 165 mile range before battery charge is required and this is guaranteed at a minimum, even with AC running.
- Mr. Basha noted that Antelope Valley is in the desert in Southern California, east of Los Angeles and that trolley routes are substantially less than 165 miles per day. He added that the vehicles would be restructured to look identical to Scottsdale trolleys.
- In response to a question from Vice Chair Holley, Ms. Clemann stated that a minimum of three vehicles would be purchased and likely five, for back-up.
- A Commissioner asked about a cost comparison to existing vehicles, including the expense of the battery, which has a 12-year life expectancy. Ms. Clemann explained that the vehicles are warranted by the manufacturer with a 12-year battery life and that 12 years is the typical life of a transit bus. Federal guidelines advise retiring a bus after 12 years. The vehicles being discussed cost \$150,000 to \$200,000 less than typical busses.
- A Commissioner asked whether iron phosphate is a rare earth metal. Ms. Clemann's understanding was that it was a relatively inexpensive solution.
- A Commissioner asked about cost of the wireless charging station. Ms. Clemann explained that those costs would be included as a part of the federal grant process.
- Vice Chair Holley stated his concern regarding the possibility that the company might go out of business, while acknowledging that BYD has 50/50 joint venture with Daimler AG, which is a long-established company. He asked whether the vehicles could go back to using a lithium battery if the proposed battery system did not work out. Ms. Clemann undertook to investigate this possibility.
- A Commissioner noted that the charging platform is included in the cost and asked whether there would be any additional retrofitting facility charges. Ms. Clemann stated that Initial conversations indicate that costs of stations would be in addition to the cost of the vehicle, but added that these components would all be included in the federal grant.

5. TRANSPORTATION MASTER PLAN UPDATE

Paul Basha, Transportation Director, presented first draft for two elements of the Transportation Master Plan, the streets element and the transit element. Much material is available on the website.

Highlights of the presentation included:

- The streets element maps are available online. The first map depicts the entire City and shows all major streets.
- The next maps provide the same information, but geographically separate the City into three different sections:
 - The southern section goes from Indian Bend Road south to the Tempe border.
 - Although the Commission and the Transportation Department have recently considered changes, staff is not recommending any changes in the southern portion of Scottsdale.

- Staff is recommending that the Transportation Commission leave Chaparral Road from 78th Street to Miller Road exactly as it is today.
- Changes to Scottsdale Road in downtown Scottsdale also been considered. However, staff is recommending no change to Scottsdale Road in downtown Scottsdale.
- Central Section from Indian Bend Road to Pinnacle Peak Road
 - Staff is not recommending any changes in this area of the City. The land in this area is mostly vacant property owned by the Arizona State Land Department. There are very few streets in the area.
- Northern section from Pinnacle Peak to the northern border with Cave Creek, Carefree and unincorporated Maricopa County along the Jenny Lynn Road alignment. Staff is recommending changes in this area.
- Mr. Basha discussed different street types: Urban streets, suburban streets and rural streets.
 - Urban streets:
 - Located in downtown Scottsdale, southern Scottsdale, the Scottsdale Road /Shea Boulevard vicinity and Frank Lloyd Wright. No streets designated as urban north of Pinnacle Peak.
 - Urban designation provides greater flexibility than the suburban designation since it recognizes that there is limited right-of-way in these areas, particularly downtown Scottsdale and the Scottsdale/Shea area.
 - Because of limited right-of-way, the lane widths and sidewalks might be narrower. Sidewalks are typically immediately adjacent to the curb and the motor vehicle travel lanes.
 - If there are bicycle lanes, then the sidewalks are adjacent to them. Urban designation recognizes that more creativity is required, because private property owners are adjacent to the streets. These are typically businesses, and in order to help them thrive, there is a need for narrower streets, right-of-way and sidewalks.
 - Suburban streets:
 - Most streets in Scottsdale have this designation.
 - The City typically has sufficient right-of-way on suburban streets, because the streets were developed when the City had the current street classifications and street requirements.
 - Typically, the lane widths are 12 feet with a separation between motor vehicle lanes and sidewalks.
 - Typically have wide sidewalks.
 - Generally speaking have bicycle lanes included in suburban streets.
 - From Indian Bend Road south to McKellips Road, the majority of these streets outside downtown Scottsdale, are designated as suburban streets.
 - Central geographic areas are mostly designated as suburban.
 - There are no suburban designations north of Pinnacle Peak.
 - Rural streets:
 - Most of the rural designated streets are north of Shea and even more so north of Pinnacle Peak Road.
 - The rural designation has greater flexibility.
 - Typically has rolled vertical curb, which vehicles can travel over to get into driveways, instead of the urban vertical curb, which is a barrier to traffic.

- Typically unpaved trails adjacent to the streets in the rural designation, sometimes in addition to sidewalks and sometimes in place of sidewalks.
- Sometimes have shoulders instead of or in addition to sidewalks or unpaved trails.
- There are no rural streets in Scottsdale south of Indian Bend Road.
- A few streets have the rural designation in the central part of the City, including Cactus, Cholla, Miller and Granite Reef.
- North of Pinnacle Peak Road, there are several rural streets.
- The proposed street elements have already presented and discussed by the Commission
 - No changes are proposed for the southern portion of the City south of Indian Bend Road, Chaparral Road, and Scottsdale Road in downtown Scottsdale.
 - The central area is comprised mostly of vacant Arizona State lands. The only change is the proposed classifications and alignments to streets in the future.
 - Northern portion north of Pinnacle Peak.
 - Mr. Basha identified the Preserve area, noting that at least three times, voters have voted to purchase and preserve the land.
 - Prior to the Preserve land acquisition, it was assumed that the green area would become homes, restaurants, shopping centers and offices.
 - The street system in the past assumed all this development. Therefore, the streets were designed to be wide. Now that this is Preserve land, wide streets are not needed.
 - One major aspect of the Transportation Master Plan in 2015 is to reduce the classification of the streets closest to the Preserve.
 - For each of the identified locations, staff is suggesting that the City retain right-of-way for wide streets, but only construct one motor vehicle travel lane per direction and one wider bicycle lane per direction.
 - Staff also suggests raised landscape medians on all five street segments.
 - Wide bicycle lanes in addition to the motor vehicle lane are necessary to accommodate fire trucks. Twenty feet of asphalt is recommended to accommodate fire trucks. Normal street cross sections do not provide this, but it can be achieved with a 12-foot motor vehicle lane and eight-foot bicycle lane.
 - Developers will be required to construct raised landscape medians.

Highlights of the ensuing discussion included:

- Vice Chair Holley pointed out that the location proposed as street classification suburban at 124th to 130th and Cactus, which shows up as a minor collector, should be dropped, because it no longer exists. Mr. Basha agreed and stated that this would be removed.
- Vice Chair Holley inquired about the interchange at Bell Road, recalling that the Commission had been thinking long-range. Mr. Basha replied that ADOT is in the process of hiring a consultant to analyze all the interchanges along State Route 101 from Hayden Road to Raintree Drive. A year and a half ago, staff collected considerable traffic data to help this analysis. When the study is completed, staff will bring the results to the Commission for discussion on potential improvements. Vice Chair Holley suggested that a notation be added that this issue is currently under study.

- Adam Weber identified himself and his wife as business co-owners. Their stores are located Old Town Scottsdale, including Scottsdale Southwest at 3937 North Brown Avenue and Southwestern Reflections at 7221 East First Avenue. Mr. Weber is also a member of the Old Town Merchant's Association. He expressed concern regarding possible changes to the downtown area and appreciate that there are no recommended changes at this time.
- Caroline Bissell, representing the 80 residents of Sands North Townhouses asked to speak. Sands North is located just south of the McCormick-Stillman Railroad Park on the east side of Scottsdale Road. Residents are concerned about ingress and egress into complex. Turning left to go south onto Scottsdale Road during rush hour traffic is almost impossible. Coming south off of Indian Bend is equally impossible. She requested that the Commission consider putting in a traffic light at the entrance to Sands North. Vice Chair Holley replied that the subject would be revisited when the Ritz hotel project comes to the City's attention.
- Judi Swartz identified herself as a Scottsdale resident for 18 years. She lives at La Vallita, a gated community on the southwest corner of Chaparral and Hayden. She thanked the Commission for confirming that no road widening is planned at this time.
- Vice Chair Holley read a comment from Valerie Bennett requesting that the Commission reject any proposals to widen Chaparral Road, as such a change would be very disruptive to the retirement communities of Villa Monterey.
- In response to a question from a Commissioner on what action the Commission could potentially take, Mr. Basha replied that the Commission was free to direct staff to have a different street classification on any of the streets presented. They could also choose to make any changes at a later meeting. He add that it was originally suggested that the Commission vote on its final recommendation to the City Council at the mid-December meeting. This has been postponed until-mid January because the process took longer than expected, so extra time is needed to provide information. Also the Kiva will be under renovations on December 17th.
- January 21st is the tentative date for a final vote. This gives the Commission time to provide interim direction for changes.
- A Commissioner commented that they must look at things on a City-wide basis, both big picture and small picture. This requires data analysis and objective, unbiased, neutral consideration of the facts. He suggested deferring the vote to provide opportunity for additional consideration. Mr. Basha stated that staff make recommendations to both the Transportation Commission and the City Council. This evening's presentation represented staffs recommendation to the Commission, but that the Commission is free to make its own recommendations. Staff's recommendations came after considerable deliberation and discussion with the City Manager. There are three more meetings with the Commission to discuss these topics.
- Vice Chair Holley commented that the classification maps do not provide a sense of where the priorities ought to be. Mr. Basha explained that this is the Transportation Master Plan, which provides generalized direction. Once adopted by the City Council, it is the generalized direction of all transportation modes in Scottsdale. The capital improvement program is the mode by which staff, in collaboration with the Transportation Commission, determines priorities for construction in the next five years. The Transportation Master Plan is not intended to identify specific projects and specific schedules. The current Transportation Master Plan is seven years old. It is anticipated that the new Transportation Master Plan will operate for at least five years. Specific street construction projects change with much greater frequency than five to

- ten years. That is why the capital improvement program is discussed and adopted by the City Council each year. The CIP is relatively fixed for the first of the five years and then the second, third, fourth and fifth year of the program become less well defined and are defined more in subsequent years.
- Vice Chair Holley inquired about long-term priorities. Mr. Basha stated that long-term priorities are also discussed as part of the CIP deliberation. The program only includes a five-year plan, but staff has shown in the past and will show in the future a 20-year program for street and multi-use path construction projects.
 - A Commissioner asked whether the document will contain cross sections to illustrate each of the classifications. Mr. Basha acknowledged this as an excellent suggestion. Cross sections are included in the design standards and procedures manual, and these will be incorporated into the upcoming presentation in two weeks.
 - Mr. Basha apologized for not yet introducing the newest Commissioner, Jyme Sue McLaren, who was just appointed by City Council in September.
 - A Commissioner asked for confirmation that the plan presented is what staff is recommending. Mr. Basha confirmed this, but clarified that it is only for the street elements. The next meeting will include the multiuse path element and policies element.
 - A Commissioner asked whether, in Mr. Basha's professional experience, these are the best recommendations for the City in the near, medium and long term. Mr. Basha affirmed that these are best recommendations from the department's perspective. The Commissioner commented that transportation cannot be separated from quality of life for the community.
 - Vice Chair Holley noted that it is the Commission's burden to prepare a minority report or alternative recommendation if desired. He stated that another couple weeks would be necessary to contemplate the proposals. He added that he would like to see further consideration of the following: Chaparral widening, Scottsdale Road narrowing in downtown and downsizing of McDowell Road.
 - Mr. Basha acknowledged that he neglected to mention one other change in the proposed street elements relative to existing street classifications. This was on 128th Street, in the Preserve. The current plan has a street through the Preserve at this location. Staff is recommending that the street be removed. The intention is that there would be emergency vehicle access to the Preserve at this location. It would be paved and wide enough to accommodate fire vehicles as well as evacuation routes, should there be fires in the vicinity. The Fire Department could open the gates and allow vehicles to move north or south on the street to avoid a fire. The police would also be able to unlock these gates in an emergency. This should not be a City street for general public use.

Mr. Basha continued his presentation with the transit element. Highlights of the presentation included:

- Review of existing transit routes for the entire City, subdivided into the southern and central areas. There are existing transit routes from McKellips Road to Indian Bend Road. Red lines are Valley Metro routes. Green lines are City of Phoenix routes that serve Scottsdale and Blue lines are the existing trolley routes. There are four City of Phoenix routes in this portion of the City at McDowell Road, Thomas Road, Indian School Road and Camelback Road. No changes are recommended to these routes.
- There are three Valley Metro routes. The Commission has discussed Scottsdale Road Route and Hayden Road Routes. They have not discussed the express route on State

Route 101. Staff is not recommending changes to the three routes south of Indian Bend.

- Staff is not recommending any changes to the four trolley routes in the Transportation Master Plan.
- The portion of the City from Indian Bend north to just north of Thompson Peak Parkway is the end of the transit service. There are three City of Phoenix routes in this area: Shea, Greenway and Bell. The Greenway route continues south to the Scottsdale Thunderbird Park and Ride route and the Bell Road route extends on Frank Lloyd Wright and serves the eastern portion of the Scottsdale Airpark. Staff is suggesting changes to the Hayden Road route. Currently there are no trolley routes in this vicinity.
- A map depicting the entire City indicated the proposed transit routes.
 - The first change is Scottsdale Limited. This route would only have two stops, Scottsdale Fashion Square and the Scottsdale Thunderbird Park and Ride lot. A potential third stop would be the Rural University Light Rail Station.
 - However, staff is recommending only two stops and that the Scottsdale Limited only extend as far south as Scottsdale Fashion Square. In April 2016 the Scottsdale Road Route 72 from Fashion Square will extend south of the light rail station to Southern Avenue or Baseline Road in the vicinity of U.S. 60. The service will run on a ten-minute schedule. Staff believes that will provide high quality service from Fashion Square to the light rail station and the Scottsdale Limited should only extend from the Park and Ride lot at Thunderbird to Fashion Square. This is the only change recommended south of Indian Bend.
 - Between Indian Bend Road and Pinnacle Peak Road, staff suggests two new trolley routes. One is the Airpark Trolley Route that has two components, one the west side of the runway and one on the east side of the runway. These routes converge at the Scottsdale Thunderbird Park and Ride lot.
 - Staff is also recommending a Cactus Trolley route that would serve multiple underserved destinations including the Honor Health Facility and surrounding medical campuses at Pima and Shea; the Via Linda Senior Center; Desert Mountain High School; Mountainside Middle School; neighborhoods bounded by the Central Arizona Project Canal, Shea Boulevard and 96th Street; commercial areas east of the Pima Freeway and north of Raintree and south of Frank Lloyd Wright; the McDowell Mountain Ranch Aquatic Center; the Palomino Library; and Desert Canyon Middle School and Elementary School.
 - Currently unserved or underserved portions of the City were reviewed. The proposals address unserved area including the Airpark, but are not yet serving the Pima Princess interchange area. There are two charter schools in the area that are not served.
 - There is also currently no service to the Scottsdale Road/Pinnacle Peak Road area. A petition was given to the City Council with approximately 400 signatures suggesting that Route 72 be extended to Pinnacle Peak Road. In staff's opinion, there are higher priorities and higher potential ridership in other parts of the City.

Highlights of the ensuing discussion included:

- A Commissioner stated that it was not clear from the map whether the Express Route along 101 Freeway terminates at the south end of the City or stays on the freeway and into downtown Phoenix. Mr. Basha clarified that staff is not proposing any change to

this route. Ms. Clemann reviewed the route, which starts in Fountain Hills and runs to downtown Phoenix.

- A Commissioner asked where the mass transit element is in this presentation. Mr. Basha stated that that is another element and has been previously discussed. Five different alignments will be included in the Transportation Master Plan at the request of the Transportation Commission.
- A Commission sought confirmation that the mass transit routes has not yet been decided. Mr. Basha confirmed staff's intention to include multiple potential alignments.
- Vice Chair Holley asked about proposed changes being reflected on a revised map. Mr. Basha confirmed that the Commission will be provided with a revised map which includes any changes made by the Commission. The current presentation includes the transit element. There is also a rail element.
- A Commissioner suggested integrating the elements into one map. Mr. Basha indicated that a motion would be appreciated, should the Commission wish to combine the elements on one map.
- A Commissioner suggested that rather than calling it a transit route, it should be called bus and trolley route, to eliminate confusion. He added that he would like to revisit the decision not to extend service to Pinnacle Peak, noting that the signatures of 400 residents was not insignificant. He added that accommodating residents of Scottsdale has fallen short and that many important things occur along this portion of Scottsdale Road, including a major retirement community located at Pinnacle Peak. Withholding service would equate to underserving the senior citizens in the northern section.
- Mr. Basha asked that the Commission consider motions to combine the transit elements on one map and to extend Route 72 to Pinnacle Peak Road.

COMMISSIONER STICKLES MOVED TO EXTEND THE BUS/TROLLEY TRANSIT ROUTE TO PINNACLE PEAK. VICE CHAIR HOLLEY SECONDED.

Ms. Clemann asked for flexibility in not addressing the change strictly as Route 72 and in terms of extending bus or trolley service. Commissioner Stickles clarified that bus or trolley was appropriate, simply to have service to Pinnacle Peak.

THE MOTION CARRIED BY A VOTE OF FIVE (5) TO ZERO (0). CHAIR OLMSTED AND COMMISSIONER ROSENBERG WERE ABSENT.

COMMISSIONER GRAHAM MOVED TO INTEGRATE THE RAIL TRANSIT ELEMENT WITH THE BUS AND TROLLEY TRANSMIT ELEMENT. COMMISSIONER BRETZ SECONDED.

A Commissioner commented that this was good idea, but would like to see the proposed rail transit map before the integration, so that there can be a discussion of the separate elements. Mr. Basha confirmed that there will be separate maps for rail transit and bus and trolley, as well as a map that includes all the elements.

THE MOTION CARRIED BY A VOTE OF FIVE (5) TO ZERO (0). CHAIR OLMSTED AND COMMISSIONER ROSENBERG WERE ABSENT.

6. PUBLIC COMMENT

There were no public comments.

8. **ADJOURNMENT**

With no further business to conduct, Vice-Chair Holley adjourned the regular meeting at 7:53 p.m.

SUBMITTED BY:

A/V Tronics, Inc. DBA AVTranz.

***Note: These are summary action meeting minutes only. A complete copy of the audio/video recording is available at <http://www.scottsdaleaz.gov/boards/transp.asp>**